

# THE ILLUSTRATED LONDON NEWS

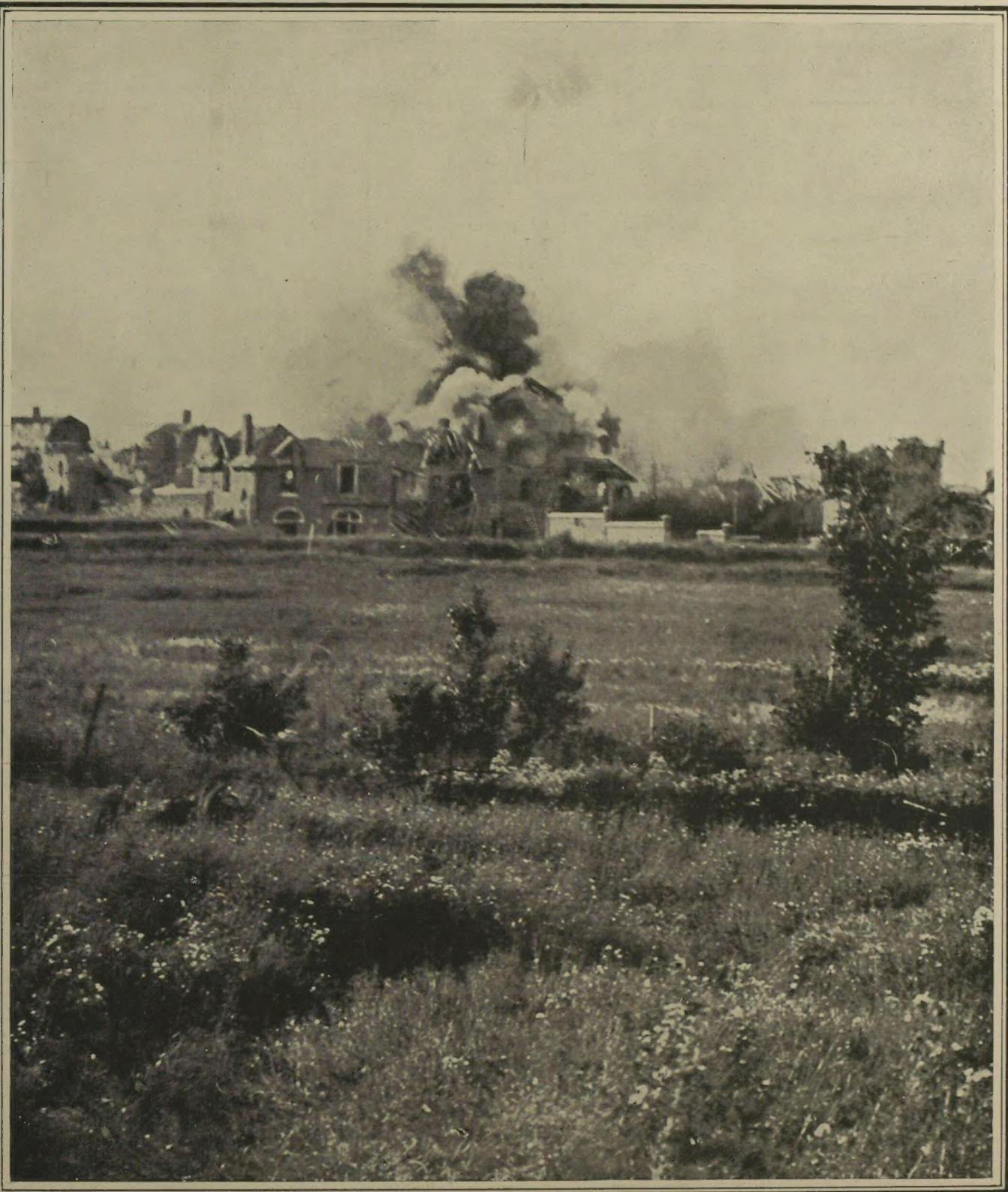
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SATURDAY, SEPTEMBER 1. 1917.

SEVENPENCE.

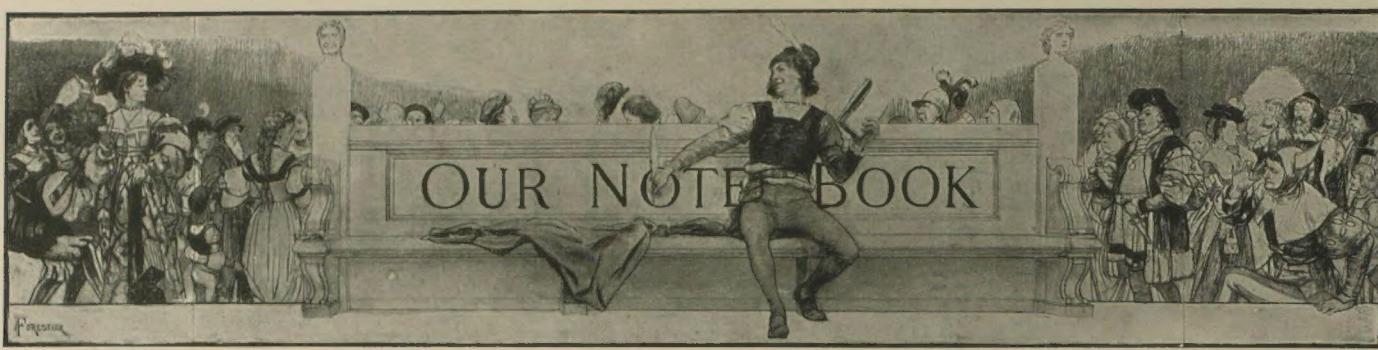
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LENS "A PRUSSIAN TOMB": A SHELL BURSTING IN THE OUTSKIRTS OF THE CITY.

For some weeks Lens has been the centre of fierce fighting between the Canadians and a strong German garrison, whose numerous counter-attacks cost them severe losses. On both sides artillery-fire has been heavy. Describing one of our bombardments, Mr. Philip Gibbs writes: "Behind me to the right were some of our big howitzers. . . . Perhaps it was their shells I saw smashing on to the German defences. Rosy clouds went up, and in those clouds the dust of red brick houses went up too, leaving gaps of nothingness

where the buildings had once been. . . . The Canadians never had fighting so hard as this, but the losses they have inflicted upon the enemy have made Lens a Prussian tomb, so that its tunnels are death-vaults. The heart of the city is still a fortress, and the new garrison is still strong there, so that, like Thièpval, which held out for many weeks after it was enclosed on three sides, Lens will not fall in a night. But as a dwelling-place for German troops it is a city of abomination and dreadfulness."



By G. K. CHESTERTON

SOMETHING called the Peace Negotiations Committee has sent to *The Illustrated London News* a note concerning some memorial it is presenting to the Government. It concludes with a sentence written in large letters and underlined: "Kindly insert in your first issue." The editor, always ready to oblige, has committed it to my care; and I will now kindly insert it, and consider it as kindly as may be. Nor is there much cause for anything but a somewhat weary kindness, so far as we are concerned with the first passage, which presumably establishes the first principle. The memorial urges the Government to take the first chance of securing "A Just and Lasting Peace." Here, by all human analogy, there is no difference or difficulty. In every other conceivable public or private quarrel, we know well enough what we mean by a just settlement. We always mean a settlement by which the wrong-doer is punished, and his victims are compensated at his expense. We also know what we mean by a lasting peace, such as we look forward to in a well-governed community. It means that few are likely to break the peace, because all know that the breach of it has been, and will be, followed by punishment. In this case there will be a just peace because the Prussian aggressor will be punished; and a lasting peace because his would-be imitators will be warned by his punishment. That is all very elementary, but it may be worth repeating; and I willingly repeat it. I should certainly like this just and lasting peace as soon as possible; and it is, so far, gratifying to know that Lord Peckover, Mrs. Pethick Lawrence, Mr. Ponsonby, Lady Toulmin, and all sorts of important people agree with me.

They proceed to say that the memorial is signed by large numbers of people, and endorsed by organised Labour Bodies representing large numbers of people; but as I know something of how those "Labour Bodies" are "organised," and the way in which they generally "represent" the real labourers, this will hardly detain me. That sort of organisation will bring out the remarkable result that most British workmen believe in Teetotalism; and before long will probably prove, in the same way, that most of them believe in Vegetarianism. The writers also complain of great difficulty in collecting the signatures "owing to the interference of the Police and Military Authorities," which also need not detain us. It is enough to say that anything they suffered from the Military Authorities was certainly very mild compared with what they would have suffered from the nearest mob of ordinary citizens; and that in the presence of the latter they would probably have been much reassured by "the interference of the Police."

It is with the next paragraph, however, that we come to business; and, I regret to say, most of our hopes of agreeing with Lord Peckover and Mr. Ponsonby begin to fade away. They "draw attention to the new international situation created by the Russian Revolution, the entry of America into the war, and the passing by the German Parliament of a Resolution rejecting all 'territorial expansions,' and all 'political, economic, and financial oppressions.'" I am not sure what they mean by the particular effect of the Russian Revolution. But at least, I presume, they do not argue that because the Russian Emperor was bad the

German Emperor is good, especially as the chief charge against the former was a weak sympathy with the latter. What "the entrance of America into the war" can possibly be supposed to prove, except that war will always be forced by Prussia even on the most peaceable people, I cannot imagine. And the third point—about the resolution passed in the German Parliament—is superficially an example of almost equal simplicity. I shall begin to be impressed by a Parliament which solemnly renounces oppressions, whenever I come across a Parliament which announces in a loud voice that it is now going to indulge in oppressions. And though "territorial expansions" be

passed at the Oxford Union in favour of Socialism has made England a Socialist State.

In truth, these peacemakers have here hit the very note which audibly rings false, like a cracked bell. They themselves feel that they ought, if possible, to produce a new truth—a change in the right and wrong of the war; and they cannot possibly produce it. They themselves realise that there is hardly an Englishman alive who regrets the first rush to the rescue of Belgium; they have to seek for something that has happened since—a change in the moral issue. And they cannot find it, because it is not there. This is precisely the most prominent feature of this war: that there have been no moral changes in the matter in dispute, as compared with the colossal material changes in the condition of many of the disputants. Nobody expected England to have a conscript army or America to wage a European war. But the moral ground on which America came in at the end was of exactly the same sort as the moral ground on which England came in at the beginning. It was that Germany does intolerably treacherous and cruel things; and the things have become more treacherous and more cruel. If England was right to defend neutral territory, America was right to defend neutral shipping; Germany has done nothing, except become even more anti-neutral. For anyone who can see a plain moral question in black and white, the question of the war is quite unchanged—except that the black is a little blacker. The poor peace-mongers cannot find any alteration in the fundamentals of the story at all; and they have to fall back on vague phrases about Russia and America making a difference, without even venturing to say what difference they make. In other words, they can only insinuate the extraordinary idea that a Russian in a red cap somehow disproves the existence of a Prussian with a red sabre; or the still more extraordinary idea that the time has come for us to be friends with the Germans merely because they have forced many millions of harmless people on the other side of the Atlantic to be their enemies.

Let us talk no more of this trash. If we have not the courage to stick to our duty, at least let us have the courage to say so. Let us say frankly that evil has been too strong for us, for it is at least better to call evil strong than to call evil good. There is more dignity in a man who surrenders to a brigand, or even to a



THE KING AMUSED BY AMERICAN HUMOUR: THEIR MAJESTIES CHATTING WITH U.S. TUG-OF-WAR MEN AT ALDERSHOT.

The King and Queen, with Princess Mary and Prince Albert, were at Aldershot on August 25 for the Military Fete and Garden Produce Show in aid of military charities. Among the events was a tug-of-war between teams of United States and Overseas troops, Territorials, Engineers, and Farriers. Their Majesties chatted with all the members of the American team.—[Photograph by C.N.]

a less questionable term, it is admittedly one which is being questioned on all sides. I may say I do not intend to expand my back garden; but I may add one or two comments which make a considerable difference. One is that what my neighbour imagines to be his garden is really a part of my garden, which is therefore a large and handsome property, and needs no expanding. Another is that I propose to sit on the garden wall with a gun, and shoot him unless he manages what is theoretically his garden precisely as it were my garden. The former is exactly the attitude of Germany towards Alsace and Posen; the latter is precisely her attitude towards Belgium and Luxembourg. Finally, anybody who happens to know anything about Germany, including the German political writers themselves, will agree that a resolution in the Reichstag commits the German Empire to Anti-Imperialism just about as much as a resolution once

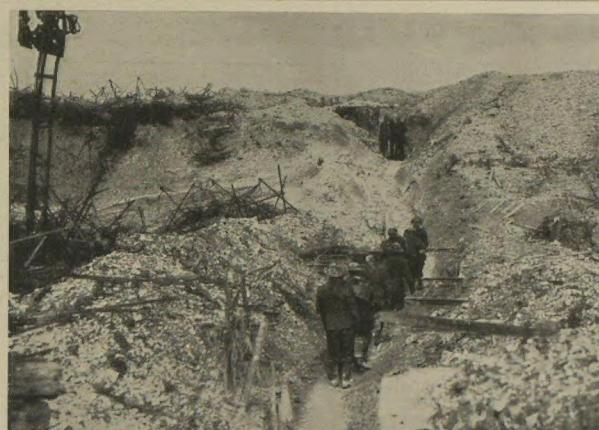
blackmailer, than there is in a liar who covers the brigandage by calling it brotherhood; or in a hypocrite who pompously pretends that the blackmailer is a beggar, that he may be seen of men to give alms. It may be a good thing that Russia has achieved liberty, or a bad thing that she has achieved anarchy; but neither can have any conceivable effect upon the plain fact that Prussia has never achieved anything but tyranny, that we set out with the avowed object of breaking that tyranny, and that it remains unbroken. Let us call our surrender by its own name; and then let us brace ourselves to bear the last and most avenging irony. Let us wait till we discover, as we certainly should discover, that Germany was herself exhausted, that we have fled from a foe who was himself on the point of flight, that we have been bled by a blackmailer with no secret, and been captured by a brigand with an empty gun.

## WAR BY DAY AND NIGHT: SCENES ON THE WESTERN FRONT.

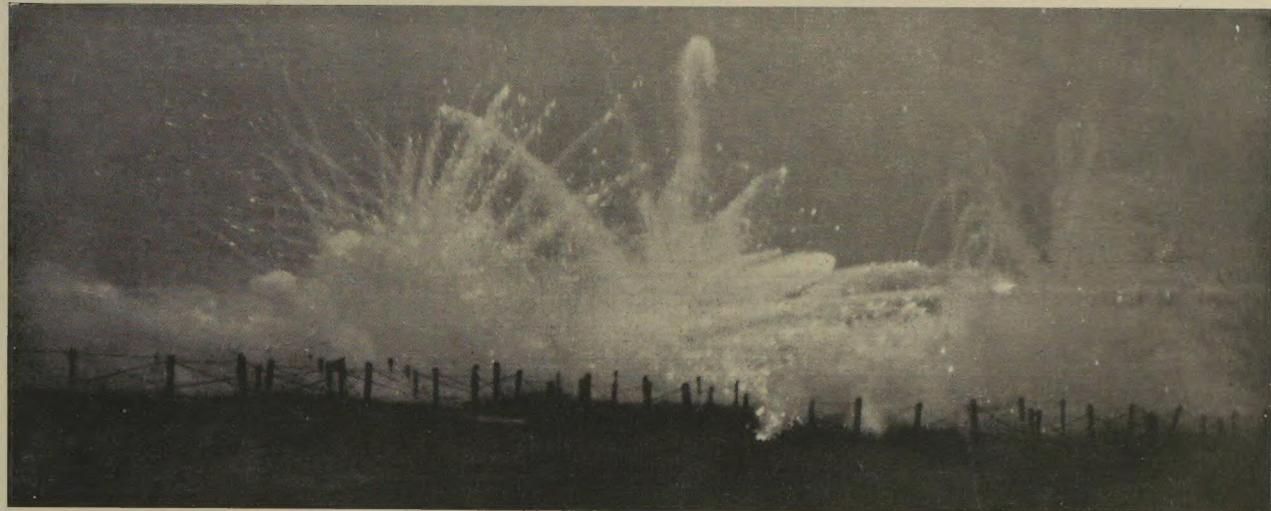
PHOTOGRAPHS—BRITISH OFFICIAL AND CANADIAN WAR RECORDS.



EARTHQUAKE EFFECTS OF HIGH EXPLOSIVE: BRITISH TROOPS ADVANCING OVER SHELL-CHURNED GROUND.



AFTER THE VICTORIOUS ATTACK ON HILL 70: CANADIANS TAKING UP WATER TO COMRADES NEAR LENS.



A PYROTECHNIC DISPLAY OVER NO MAN'S LAND: A TYPICAL NIGHT SCENE ON THE FRENCH FRONT, CAUSED BY A BARRAGE OF INCENDIARY BOMBS.



CAPTURED ON HILL 70: A PARTY OF GERMAN OFFICERS TAKEN PRISONERS BY THE CANADIANS.



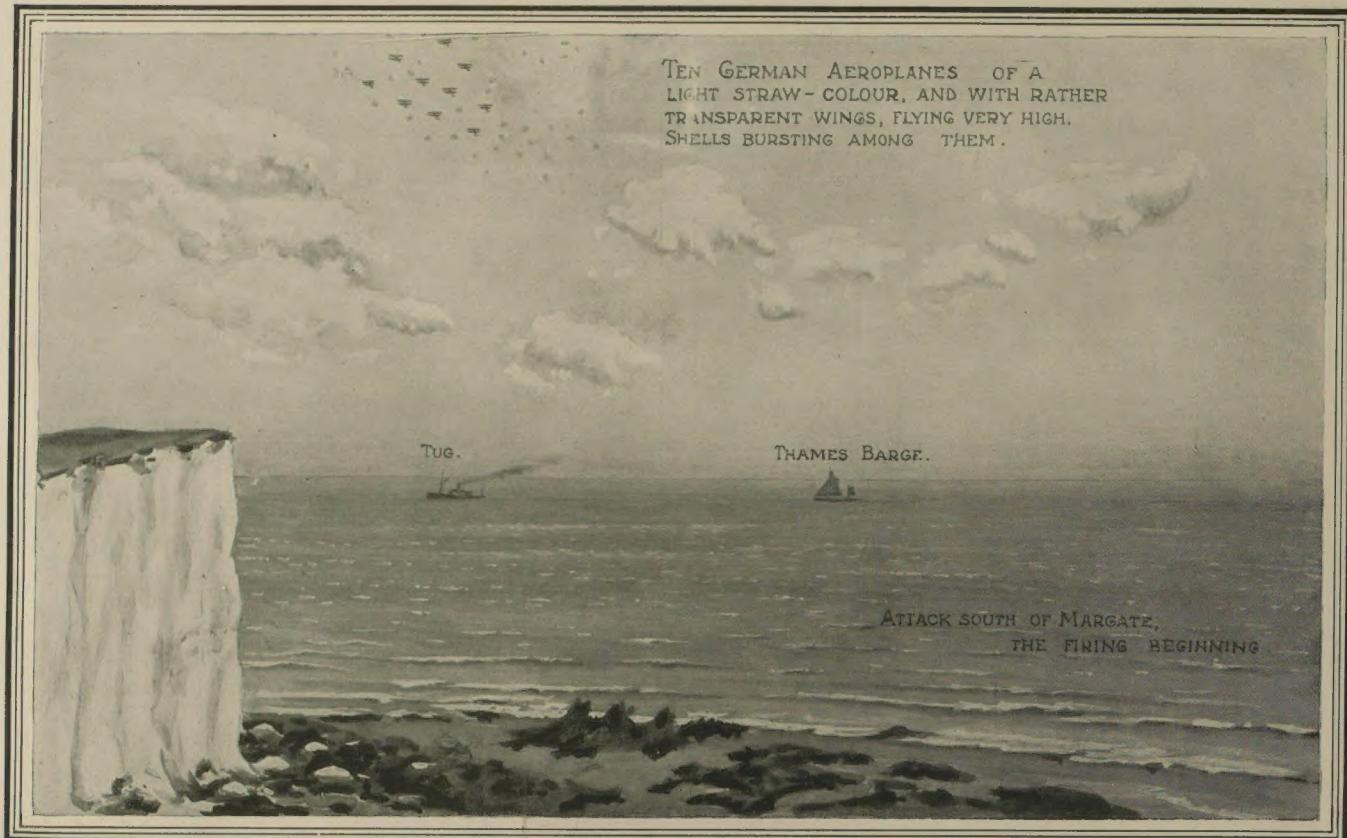
MANY OF THEM MERE YOUTHS: SOME OF THE GERMAN PRISONERS TAKEN BY THE CANADIANS ON HILL 70.

Both the French troops and our own have gained fine victories this summer on the Western Front, in spite of the situation in Russia, and of unfavourable weather. A recent War Office statement gave the total number of prisoners taken by the Allies (British, French, Italians, and Russians) between April 9 and August 22, as 167,780. Of these the British troops took 46,155, the French 43,723, the Italians, 40,681, and the Russians 37,221. The French have since captured some 8000 more at Verdun, and the Italians about 24,000 in their recent offensive. Since the beginning of the war, the War Office mentioned, the British armies captured (up to August 22), 102,218 German prisoners. In

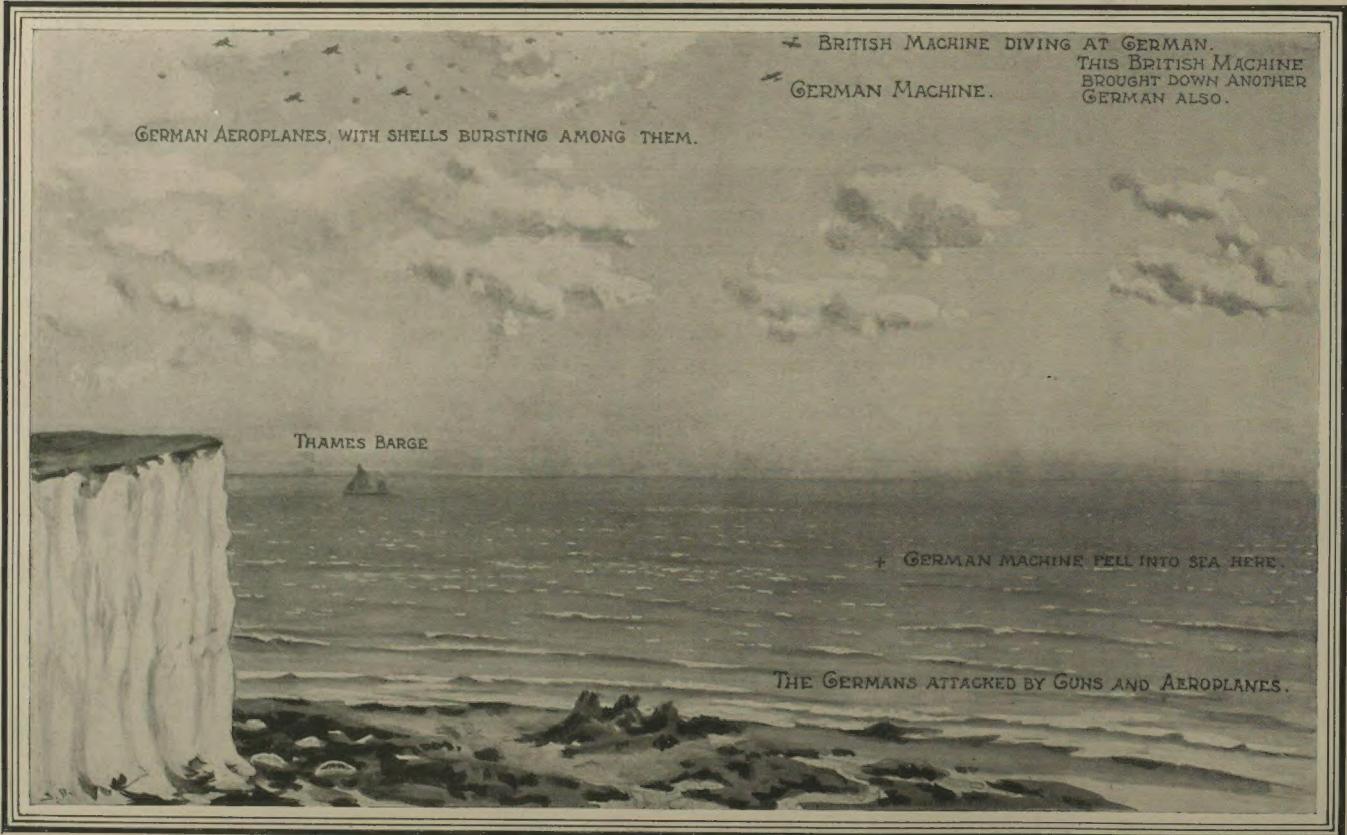
the recent fighting on the Western Front many of the German soldiers captured have been mere youths. On our front the Canadians have recently had very hard fighting near Lens. It was on August 15 that Sir Douglas Haig reported: "At 4.25 this morning Canadian troops stormed the German positions south-east and east of Lens on a front of two miles. The formidable defences of Hill 70, which resisted our attack in the Battle of Loos in September 1915, and have since been improved and strengthened by every method and device known to our enemies, were carried by assault." A fierce struggle has since continued in that part of the front.

THE KENT AIR-RAID SEEN BY AN EYE-WITNESS: TWO PHASES.

DRAWN BY S. BEGG FROM SKETCHES MADE BY AN EYE-WITNESS.



THE COMING OF THE "GOTHAS" AND THEIR HOT RECEPTION: TEN GERMAN AEROPLANES SOUTH OF MARGATE, AND THE OPENING OF OUR ANTI-AIRCRAFT BOMBARDMENT.



A BRITISH AIR FLEET COMING INTO ACTION AGAINST THE RAIDERS: ONE OF OUR MACHINES (ON THE RIGHT) DIVING AT A "GOTHA," THE SECOND THAT SHE BROUGHT DOWN.

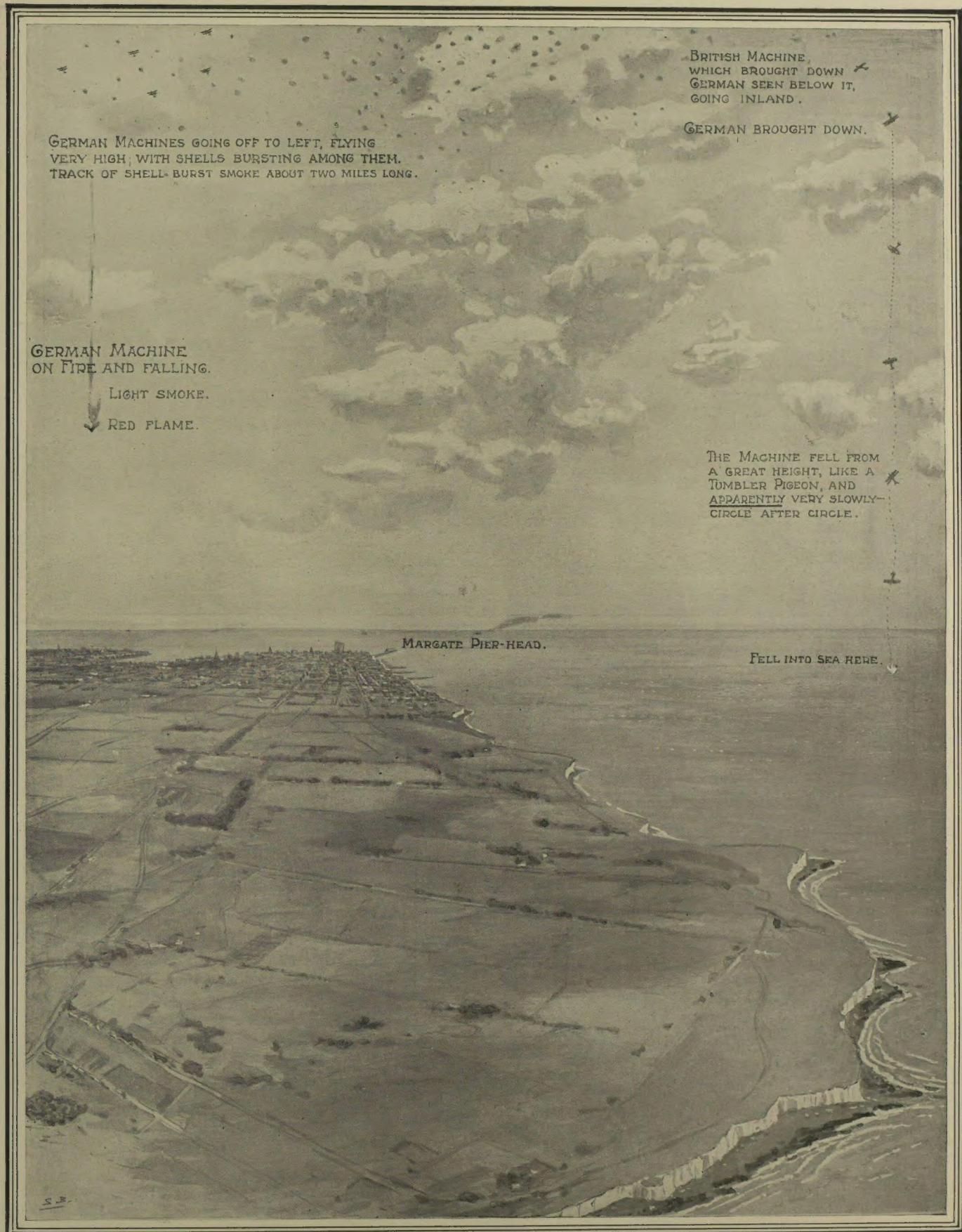
The drawings on these two pages represent what was actually seen by an eye-witness of the German aeroplane-raid on the Kentish coast on August 22, the official accounts of which are quoted under other illustrations in this number. A few details from the notes accompanying the original sketches may be added to amplify the particulars given on the drawings. Thus, regarding the upper subject on the left-hand page, it is mentioned that the wings of the German machines, glinting in the sun, showed partly transparent, and were of a light-straw colour. Some white, fleecy clouds were floating in a blue sky

merging into a heat haze. The "Gothas" were about four miles off when first seen, flying very high, and our anti-aircraft guns opened at a range of about 6000 yards. The sea was calm and rippling. The lower drawing on the left-hand page shows some machines as they were seen by the eye-witness, standing on the shore, passing directly overhead. A British aeroplane is shown diving at a German, which also dived and then fell, turning over and over, and eventually dropping into the sea at the point marked. This was the second "Gotha" brought down by the British machine attacking

[Continued opposite.]

## THE AIR-FIGHT NEAR MARGATE: "GOTHAS" FALLING.

DRAWN BY S. BEGG FROM A SKETCH BY AN EYE-WITNESS.



SHOWING ONE "GOTHA" (ON THE LEFT) FALLING TO EARTH IN FLAMES, AND ANOTHER (ON THE RIGHT) DROPPING INTO THE SEA: INCIDENTS OF THE AIR-BATTLE OVER THE KENTISH COAST.

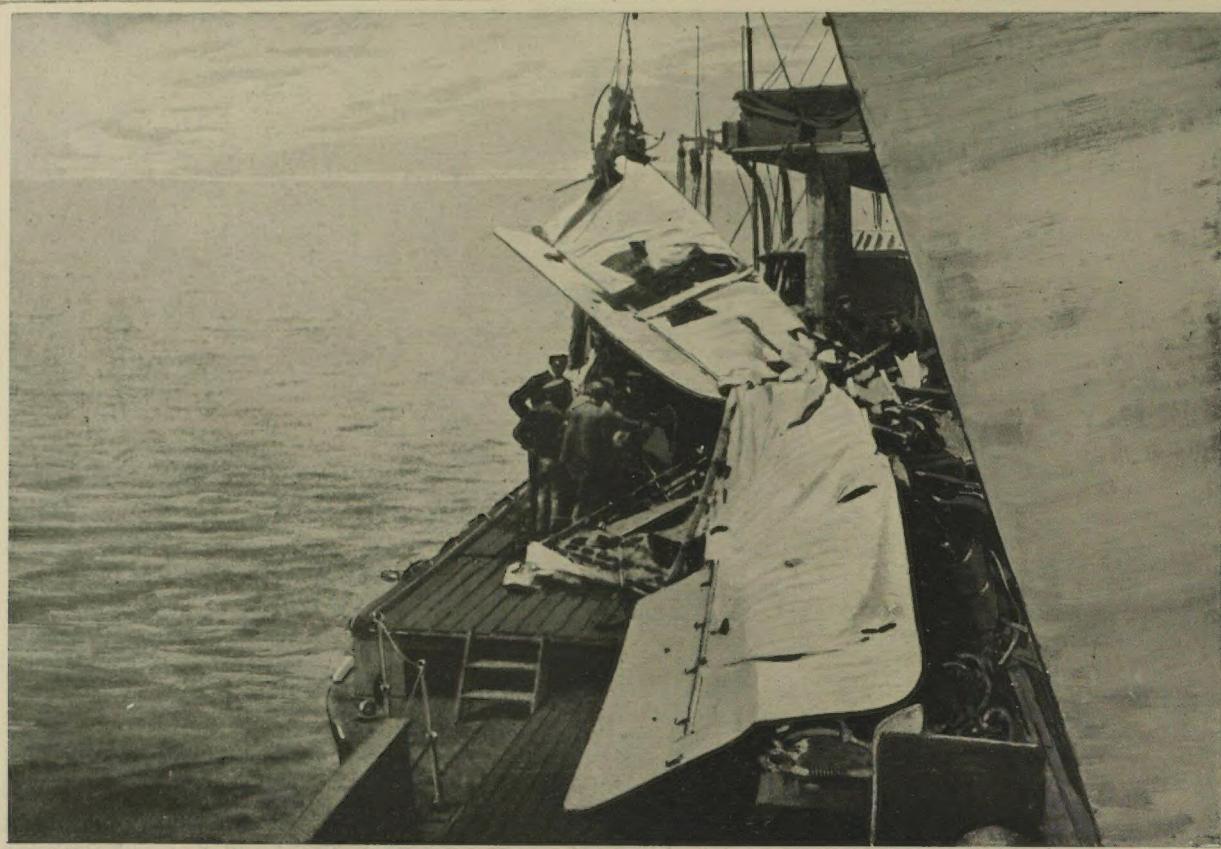
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her. The right-hand page-drawing shows on the left the "Gotha" brought down in the fields behind Margate, dropping rapidly in flames; and on the right, another enemy machine (to quote the eye-witness) "falling from a great height, like a tumbler pigeon, and apparently very slowly, circle after circle." Finally she splashed into the water about a mile off shore. As her descent was sometimes spiral, the eye-witness thought

she was still partly under control. Above her is the British machine that brought her down, coming inland. The other "Gotha," falling towards the earth, the eye-witness compares to "a pigeon alighting with wings up." In the air above it are seen five German machines going off to the left. To the right stretches a track of smoke, caused by the explosion of previous shells.—[Drawings Copyrighted in the United States and Canada.]

## A "GOTHA" BROUGHT DOWN AT SEA: SALVING THE WRECKAGE.

PHOTOGRAPHS BY FARRINGDON PHOTO. CO.



1. SHOWING THE UPPER PLANES, WITH THE GERMAN DISTINGUISHING MARK: WRECKAGE OF A "GOTHA" BROUGHT DOWN AT SEA, ON BOARD A SALVAGE-SHIP.

These photographs of a German raiding aeroplane of the powerful "Gotha" type, brought down at sea, are of particular interest in view of the recent air-raid on the Kentish coast, when two of those machines were thus destroyed. The left-hand page illustrates the work of salvaging wreckage in such a case, and in that on the right-hand page

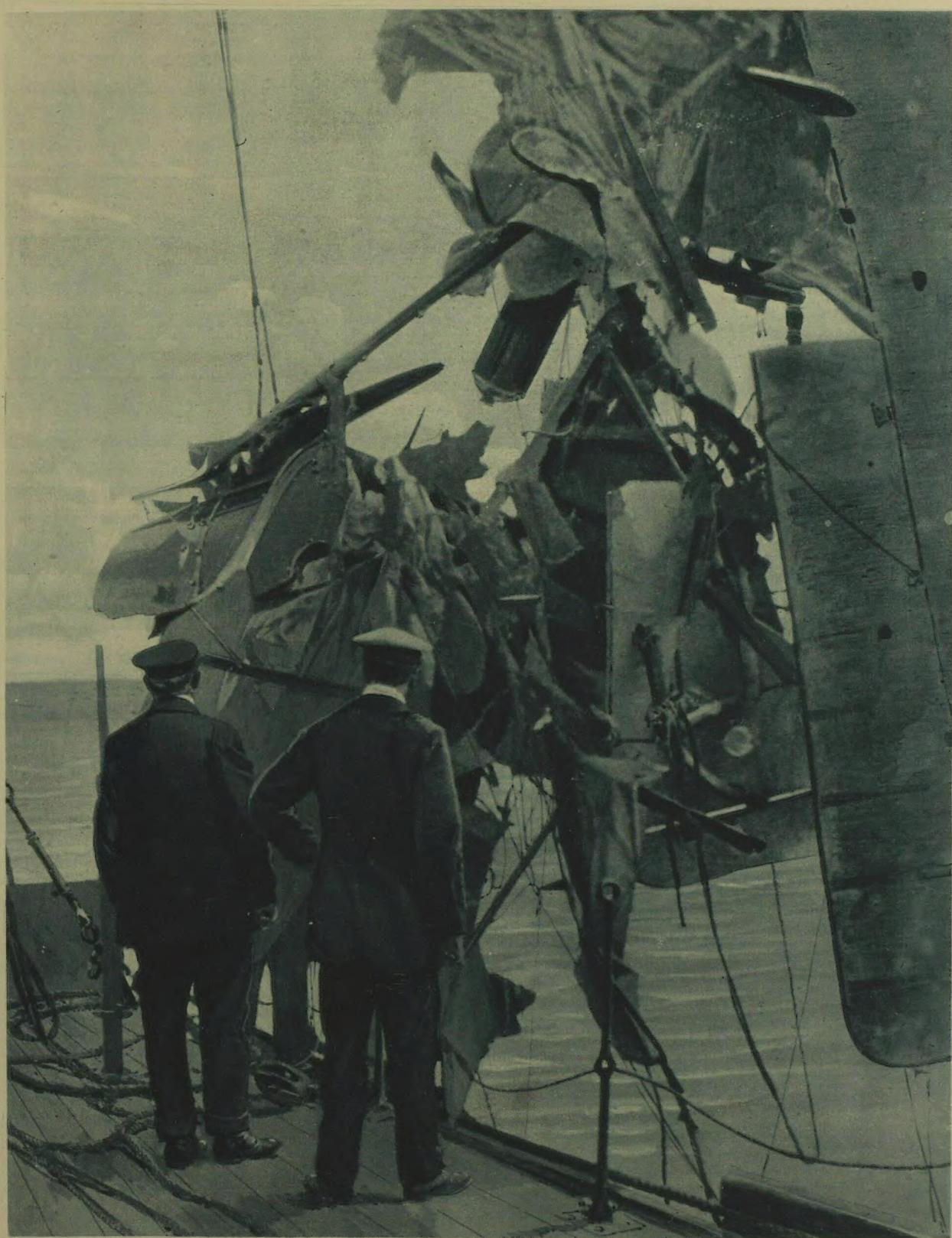
2. SALVING THE WRECKAGE OF A GERMAN "GOTHA" AEROPLANE BROUGHT DOWN AT SEA: HOISTING THE DÉBRIS ON BOARD FROM THE WATER.

it is seen on the deck of the salvage-ship. With regard to the raid of August 22, mentioned above, on Dover, Ramsgate, and Margate, it may be recalled that the Admiralty said in an official announcement: "The enemy machines, which were flying at a height of 11,000 and 12,000 feet, were closely engaged, and, in addition to the two

(Continued opposite)

## PICKED UP AT SEA: WRECKAGE OF A GERMAN RAIDING "GOTHA."

PHOTOGRAPH BY FARRINGDON PHOTO. CO.



SHOWING THE TORN FABRIC OF ITS PLANES, BEHIND WHICH ARE THE ENGINES: DÉBRIS OF A "GOTHA" BROUGHT DOWN AT SEA, ON BOARD THE SHIP THAT SALVED IT.

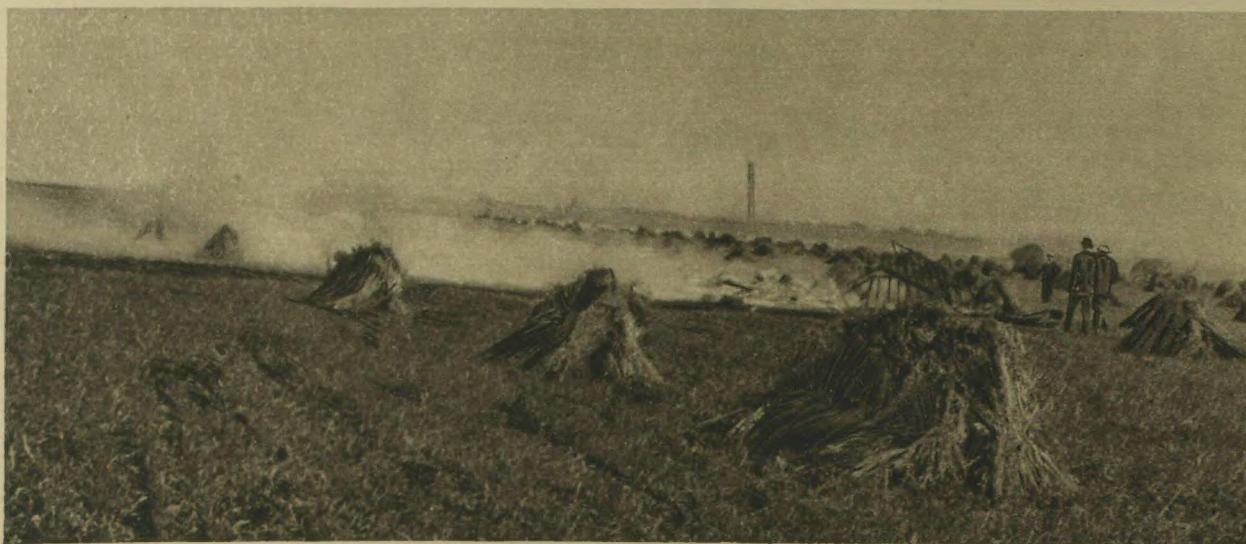
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mentioned by Lord French in his earlier communiqué, another was shot down by R.N.A.S. machines close to the coast. The remaining seven Gothas returned to seaward, followed by numerous naval aircraft. The pilot of an R.N.A.S. aeroplane, which chased the raiders overseas, reports that, after firing 300 rounds of ammunition into one of the enemy machines, both gunners appeared to be killed. There was no fire in reply, even at twenty yards' distance." In the report of the Vice-Admiral at Dover regarding the action taken by the R.N.A.S. at Dunkirk, it was stated: "Several flights of machines

were sent out to intercept the enemy aircraft returning from England. One flight of three machines met twelve Gothas thirty-five miles north of Nieuport and engaged them, chasing them to Zeebrugge, but with no decisive results." As mentioned on another page in this number, illustrating the "Gotha" brought down on land on August 22, ten other R.N.A.S. machines from Dunkirk attacked twenty-five German scouting aeroplanes which were waiting to escort the returning "Gotha" raiders, and brought down at least five of them—a notable success against superior forces.

## THE FIRST GOTHA "EARTHED" IN ENGLAND: A COSTLY GERMAN RAID.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



AFTER THE GERMAN AIR-RAID ON THE KENT COAST ON AUGUST 22: THE WRECKAGE OF ONE OF THE MACHINES BROUGHT DOWN, BURNING IN A CORNFIELD.



A RAID WHICH COST THE ENEMY EIGHT MACHINES: A CLOSER VIEW OF THE WRECKAGE OF ONE OF THE THREE "GOTHAS" BROUGHT DOWN IN THE ATTACK ON KENT ON AUGUST 22.

The first official account of the aeroplane-raid of August 22 on the Kentish coast stated: "Two of the enemy machines were brought down by anti-aircraft gun-fire and our own aeroplanes." Later it was announced by the Admiralty: "In addition to the two mentioned by Lord French in his earlier communiqué, another was shot down by R.N.A.S. machines close to the coast." A second Admiralty report, as to the action taken by the R.N.A.S. at Dunkirk, said: "Another of our patrols of 10 machines engaged a flight of about 25 enemy escorting scouts, who were off the coast awaiting the return of the enemy

bombers, and in the ensuing fight five enemy aircraft were driven down completely out of control and probably some more. . . . All our machines returned safely." Regarding the first two Gothas brought down, a Margate correspondent writes (in the "Times") : "The invading squadron . . . met with a hot reception from the anti-aircraft guns. The marksmanship was splendid, and one of the raiders was seen falling in flames well inland. A second raider fell into the sea headlong. Three calcined bodies and the framework of the machine which fell on the land lie at the rear of the town."

“THERE WAS GREAT ACTIVITY IN THE AIR”: AN ENEMY BROUGHT DOWN

DRAWN BY FARYS.



HURLED FROM HIS MACHINE WHILE FIGHTING AT A HEIGHT OF 3000 METRES: THE END OF A GERMAN AIRMAN.

A French artist has depicted here the fate of a German airman hurled out of his shattered machine at the end of a combat with a French airman, whose victorious machine is visible through the smoke-cloud to the left. Thus, the artist typifies the fate of many an enemy airman in the desperate struggle that is being waged all over the Western Front for air supremacy. According to the latest official figures available

(those for July), 338 German planes were brought down, shot down, or driven down by the Allies, against 129 Allied aeroplanes reported by German Main Headquarters as having suffered similarly. Of the Allied: 253 successes are credited to the British (122 destroyed, 131 forced to descend crippled); 76 to the French (33 destroyed, 43 forced down badly damaged); and 9 to Belgians.—[Drawing Copyrighted in the United States and Canada.]

## The U-Boat Hunters of the Italian Navy: Cruising on Patrol.



ON THE WAY TO TAKE UP THEIR APPOINTED STATION AT SEA: AN ITALIAN "SUBMARINE-CHASER" MOTOR-BOAT UNIT GOING FAST.

A very large and continually increasing flotilla of specially designed and constructed patrol craft for hunting down U-boats is on service under the Italian flag all over the Adriatic and in the Mediterranean. The official name for them is "submarine-chasers." They have been built on exceptional lines to provide extreme high speed and facility for turning sharply while at top speed, and are painted so as to be practically

invisible on the surface except at comparatively close quarters, when, as far as a surprised U-boat is concerned, detection would be too late. The white foaming wash of the bow-wave is, of course, a drawback; but that is common to all fast craft. The Italian motor-boats are also spoken of in a published letter as "unsinkable." They carry hard-hitting quick-fires and selected crews, and hunt in groups—one of which, a unit of three, is seen here.

ITALIAN NAVAL OFFICIAL PHOTOGRAPH.

## A U-Boat's Victim Raised: Salvaging a Torpedoed Steamer.



1. FIRST STAGE: THE PUMPS BEING RIGGED ALONGSIDE THE WRECK, ON SALVAGE LIGHTERS.

3. THIRD STAGE: A SALVAGE TUG ALONGSIDE THE HULL AFLAFT AND RISING NEARLY TO THE ORIGINAL WATER-LINE.

2. SECOND STAGE: AS THE WATER WITHIN THE HULL IS DRAWN OFF—THE UPPER DECK BECOMING AWASH.

4. FOURTH STAGE: THE VESSEL ENTIRELY RAISED AND THE WATER PUMPED OUT; UPPER DECKS SEEN NEARLY DRY.

The raising to the surface by the British Navy of a torpedoed cargo-ship is seen in progress in four stages. The vessel managed to keep afloat and head for a port. She foundered in shallow water at the harbour mouth. The salvage operations began, as shown, with the mooring alongside of craft with powerful steam-pumps, which set to

work when divers had stopped the rent under-water made by the torpedo explosion. The hull rendered water-tight, the water inside was pumped out, with additional aid later from a salvage steamer. The hull thus lightened, it gradually rose, and the upper decks appeared above the surface, until the vessel was sufficiently clear for towing into dock.

PHOTOGRAPHS BY SPOT AND GENERAL.

## A U-BOAT ASHORE NEAR CALAIS: WRECK: NET-SAW: PRISONERS.

PHOTOGRAPHS SUPPLIED BY TOPICAL



AT EBB-TIDE—AFTER BEING ABANDONED, SET ON FIRE, AND PARTLY BLOWN UP: A GENERAL VIEW OF THE WRECKED U-BOAT, WITH ITS DECK-GUN AMIDSHIPS AND NET-SAW AT THE BOWS.



HORSEMEN ESCORTING AN UNDER-WATER VESSEL'S CREW: BELGIAN CAVALRY WITH THE U-BOAT'S MEN AND THE U-BOAT'S CAPTAIN (TO THE LEFT IN REAR OF THE SECOND TROOPER) AS PRISONERS.



A VIEW AT CLOSE QUARTERS OF THE HULL: THE ENGINE-ROOM SECTION BROKEN IN TWO BY THE EXPLOSION OF THE U-BOAT'S MINES ON BOARD. (INSET—THE U-BOAT'S SAW, DESIGNED TO CUT ANTI-SUBMARINE NETS.)

Thanks to a friendly fog in the Channel—from the Allied point of view—one of the newest large German submarines, fully equipped with net-saw designed to cut anti-submarine nets, and constructed as a mine-layer, lost her bearings off the French coast near Calais one night recently, and stranded on the sands with a falling tide. A French *domino* on coast patrol on the low cliffs fringing the shore first saw the U-boat, early next morning, nearly high and dry at ebb tide. He walked out and met the German crew leaving. They surrendered, and, a few minutes later, a patrol of Belgian cavalry,

who had seen the *rencontre* while exercising near the cliffs, came up and took charge of the German prisoners, escorting them to the nearest camp, as seen in the second illustration. Before quitting the submarine, the Germans set fire to their petrol tanks and blew up their undischarged mines on board, with results shown in the first and third illustrations. Inset in the third illustration is the saw-edged sloping bar of steel at the bows of the submarine, a device fixed with the idea of shearing through wire-netting had the submarine been trapped at sea.

## THE FLANDERS BATTLE: GAS-SHELLS; AND A HEROIC EPISODE.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



A SALVO OF GAS-SHELLS AHEAD: AN ENEMY ATTEMPT TO KEEP BACK A BRITISH WORKING PARTY GOING TOWARDS THE FIRE ZONE.



AT BAY IN A 9.2-INCH GUN SHELL CRATER: THE HOLDING UP OF A GERMAN COUNTER-ATTACK BY A PARTY OF OUR MEN WITH TWO LEWIS GUNS, TILL REINFORCEMENTS CAPTURED THE SURVIVING GERMANS.

These are two sketches of episodes during the present Battle of Flanders. In the upper drawing we see a British working party, just after leaving the trenches in the early morning, being met by a salvo of German gas-shells fired across their path. The gust of poison-gas from each shell spreads for some fifteen yards on each side. Fired in line, they form a curtain or barrier of gas. The lower illustration shows a notably heroic episode. In a counter-attack east of Ypres a body of Germans managed to break through at a gap in our line and rushed forward exultantly. They were stopped

by a small party of our men holding a shell-hole with two Lewis automatic guns. Our men kept the charging enemy off, with heavy loss to the Germans, until reinforcements arrived, whereupon the surviving Germans surrendered. Bursting shrapnel is seen overhead, and to the left an 8-inch shell is exploding. The shell-hole our men are holding was made shortly before by a 250-lb. 9.2 high-explosive shell. The Lewis-gun drums of cartridges are, as shown also, carried in haversacks. The gun throws off the empty cartridge-cases to the right, as seen in the drawing.—(Drawings Copyrighted in the United States and Canada.)

TANK V. FORTIN: CRUSHING A GERMAN MACHINE-GUN STRONGHOLD.

DRAWN BY A. FORESTIER, FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"A TRIAL OF STRENGTH BETWEEN OUR MOVABLE LAND-SHIPS AND THE STATIONARY CONCRETE FORTS":  
A BRITISH TANK DESTROYING A GERMAN MACHINE-GUN FORTRESS NEAR ST. JULIEN.

One of the features of the German defensive system in the Ypres salient was the fortress or fortified house. Owing to the "low visibility," many of these little forts escaped our heavy artillery preparation, and had to be attacked by the Tanks. In the incident here illustrated, a Tank came to the rescue of our infantry, and, leisurely approaching the position, knocked out two machine-guns with a right and left from its heavy sponson guns, and then walked over two more, bringing down a wall or two

en route. The Tank's machine-guns then opened fire on the retreating garrison, causing heavy casualties. Writing on August 20 of recent Tank operations, Mr. Perry Robinson said: "The ground taken, which was north and north-east of St. Julien, included a number of strong points. . . . Yesterday's operation was practically a trial of strength between our movable land-ships and the stationary concrete forts, and the latter were hopelessly outmatched."—[Drawing Copyrighted in the United States and Canada.]

## DRIVING IN THE PARK, 1917: AN INFLUENCE OF THE WAR ON THE SUMMER HABITS OF SOCIETY.

DRAWN BY FRÉDÉRIC DE HAENEN.



## WOMAN AT THE WHEEL; AND MAIMED WARRIORS IN THE SEATS OF HONOUR: A PARTY OF WOUNDED SOLDIERS TAKEN FOR A MOTOR DRIVE IN THE PARK.

Many changes have come over the life of London with the progress of the war, and on all sides traditional customs have been abandoned, or have assumed new forms. This has been especially noticeable in the habits of Society. Thus, for example, the afternoon drive in the Park, which used to be an affair of gay dresses and fluttering parasols, mingled with shiny top-hats and immaculate tailoring, has now developed into a very different scene. Our artist has illustrated its typical features in the year of war 1917. The fripperies of fashion have given place to much simpler feminine costumes, while khaki and "Blighty Blue" have usurped the place of the

black tail-coat and chimney-pot hat of ancient days. Woman is no longer merely an ornamental passenger. The goddess in the car has moved to the wheel. Instead of being driven, she drives; and her favoured guests are men who have fought and suffered in order to keep her and her country safe. Only the policeman remains the same as of old; for in war or peace he must still be there to regulate the traffic. But even the police may recognise among the wounded men younger comrades who were formerly members of the Force.—[Drawing Copyrighted in the United States and Canada.]

## THE CAMERA AS WAR CORRESPONDENT: "DESCRIPTIVE NOTES."

BRITISH OFFICIAL PHOTOGRAPHS AND CANADIAN WAR RECORDS.



THE TELEPHONE ON THE BATTLEFIELD: A ROYAL ENGINEER "LINKING UP" AT A CAPTURED GERMAN MACHINE-GUN POST.



CLOSE AND CORDIAL FRANCO-BRITISH CO-OPERATION: FRENCH AND BRITISH ARTILLERY OBSERVERS AT WORK TOGETHER.



FOUR-FOOTED MEMBERS OF THE BRITISH ARMY UNDER FIRE: PACK-MULES TAKING UP AMMUNITION IN PANNIERS, WITH A SHELL BURSTING IN THE BACKGROUND.



FIREMEN'S WORK FOR SOLDIERS: CANADIAN TROOPS QUELLING AN OUTBREAK CAUSED BY GERMAN SHELLS.



EVIDENCE OF GOOD ARTILLERY WORK: GENERAL CURRIE (ON RIGHT) INSPECTING A GERMAN HELMET RIDLED WITH SHRAPNEL.

Something of the immense variety of work that goes to the making of war is indicated by these photographs from the British front. The first one shows a telephone operator of the Royal Engineers establishing communication at a captured German machine-gun position constructed of concrete. In the next a party of French and British artillery observers are seen watching and directing the fire of their batteries. The Frenchmen may be distinguished by their ribbed helmets and lighter uniform. The scene is eloquent of the close and friendly co-operation of the Allied armies. The large photograph shows

a string of pack-mules, laden with panniers containing shells, on their way up to a British gun position. The shell-explosion in the background indicates that they are under fire, but the fact does not seem to disturb them. In the fourth illustration some Canadian soldiers are seen vigorously engaged in extinguishing a fire caused by German shells. The last photograph shows two Canadian officers showing their chief, General Currie, a German steel helmet picked up after a recent advance. The numerous holes in it afford proof of accurate shrapnel fire.

## SERVING AGAINST "THE COMMON ENEMY": CHINAMEN ON OUR FRONT.

BRITISH OFFICIAL PHOTOGRAPHS.



CHINESE LABOURERS AT WORK ON THE BRITISH WESTERN FRONT: LOADING SACKS OF OATS.



UNDER BRITISH SUPERVISION: CHINESE LABOURERS FIXING CRANE-PULLEYS TO A LOAD OF OATS.



MEN OF AN ANCIENT NATION NOW AT WAR WITH GERMANY AND AUSTRIA: CHINESE LABOURERS AT THE BRITISH FRONT.



ABLE TO LIFT A SACK OF OATS WITH ONE HAND AND THROW IT OVER HIS SHOULDER: A CHINESE SAMSON.



STACKING SACKS OF CORN AT THE BRITISH FRONT: A PARTY OF CHINESE LABOURERS AT WORK.



UNLOADING MEAT FOR THE TROOPS FROM A STEAM-LORRY: CHINESE LABOURERS AT WORK IN THE BRITISH LINES.

It was officially announced on August 14 that China had declared war against Germany and Austria. On August 24 a Reuter message from Paris stated: "The President of the Chinese Republic has replied to a telegram from President Poincaré as follows: 'The Central Powers, having violated the principles of international law and contravened the rules of humanity, have become the common enemy of the world. The Chinese Government, hoping to reduce the horrors of war and hasten the restoration of peace, has resolved spontaneously to enter the struggle against them. Common victory will

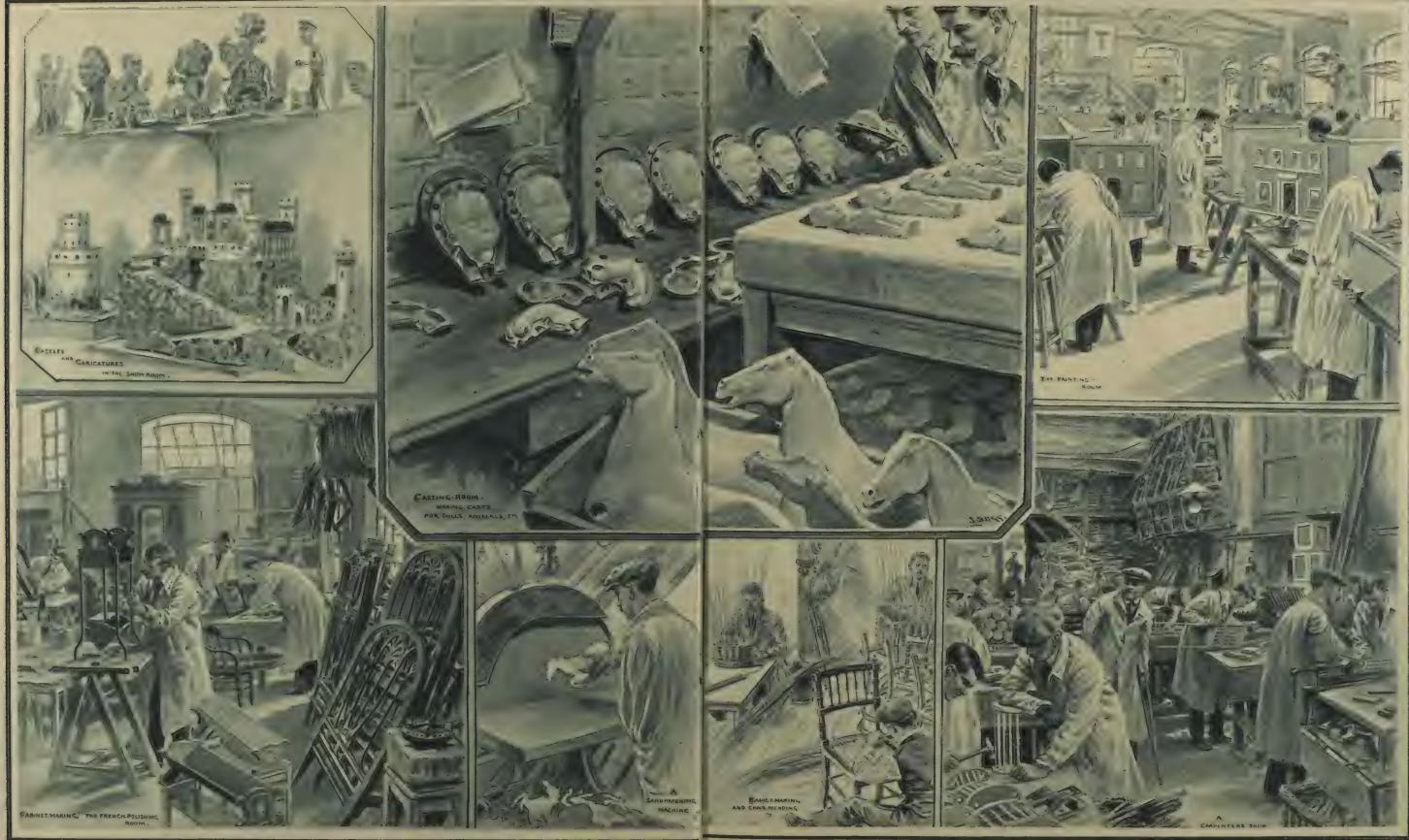
assure in the world the triumph of the ideas of right and liberty. We therefore desire sincerely to give our whole co-operation to the Allied nations.'" Thus the enemy has now ranged against him a great country of 400,000,000 people, with an ancient and venerable civilisation. In view of China's momentous decision, it is interesting to recall that some Chinese labour companies, numbering several hundred men, employed by the British Government, have for some time been at work on our front, unloading and delivering supplies and munitions. They are in charge of an officer who speaks Chinese.

## A GREAT INSTITUTION FOR EMPLOYING DISABLED SOLDIERS

DRAWINGS BY OUR SPECIAL

## AND SAILORS: THE LORD ROBERTS MEMORIAL WORKSHOPS.

ARTIST, S. BRIGG.



## WHERE THE DISABLED MAN IS "SET ON HIS FEET" AGAIN AS A WAGE-EARNER

There is no more practical and praiseworthy scheme for enabling the soldier or sailor who has been maimed in the war to earn a living than the Lord Roberts Memorial Workshops, a self-supporting institution, where the men are employed in a great variety of industries, including toy-making, basket work, tailoring, carving, cabinet-making, furniture-making, polishing, and mending. The men are not all disabled by war, but a large number of them are, and the rest are disabled by accident, or by disease, or by the loss of limbs, or by dislocating parts. In some of the workshops the men operate machines, while in others they ply a handicraft. The rooms in which they work are large and airy, and everything is done to make the conditions as healthy and congenial as possible. "A bonus system is about to be introduced," writes a member of an inspection committee, "which will give all the men an interest in their work, as well as an opportunity to earn more. . . . Certainly the general impression one receives in the works is one of happiness and comfort as well as industry."

## TOY-MAKING AND OTHER INDUSTRIES IN THE LORD ROBERTS MEMORIAL WORKSHOPS.

was introduced, and became a bonanza, with the result of the large wholesale houses in London and the Colonies, as well as the small retail trade. The profits, notwithstanding the enormous rise in the cost of raw materials, are successfully met, and compensated with the German Government's contribution to the administration department of the workshops. The Queen consented to a number of these book-crests, and confirmed it by ordering a further sum. The Workshops in Fulham Road employ 800 men. The starting wage is £1 a week, and some earn £2 10s. or £2 15s. a week. The weekly wages bill is over £100. On the present scale of expenses the total turnover must be about £50,000 a year. There are several provincial branches, one at Bradford, where some fine colour-printing has been done, in the shape of posters. One poster was that for "Carmenita" at the Prince of Wales' Theatre.—(Drawing Copyrighted in the United States and Canada.)

## SCIENCE AND NATURAL HISTORY.



A GROUP OF WORKERS, CENTER THE ARABIAN ALUMINUM WORKERS.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF NICOCLETIAN.



A SCHOLAR IN THE LIBRARY OF THE UNIVERSITY OF ALEXANDRIA.

## SCIENCE JOTTINGS.

## THE WAY TO SAVE FUEL.

WAR certainly sharpens the wits, and with the Government warning us that coal will be "controlled" during the coming winter, and the engine-drivers' threat to go on strike but just withdrawn, many Londoners must be giving to the coal supply an attention that they have never bestowed on it before. Our present method of burning coal in open fireplaces in our houses and factories, and in turning it into illuminating gas by a most wasteful and expensive process, is as flagrant an instance of what the Scot calls "sinning our mercies" as could be imagined, and it probably required some crisis like the present to make us alive to our folly. It has been calculated that, if all the foundry coke used here were made in by-product recovery ovens, 160,000,000 cubic feet of coal-gas would be the result, which is more than the total amount used in the United Kingdom during one year.

In these circumstances, Mr. Richard Martin has done well to draw attention in our contemporary *Nature* to some papers read by him eleven years ago to the British Association and the Society of Arts. In those he suggested that all coal won from our favoured soil should be burned at the pit's mouth in specially constructed furnaces, and the resulting gas conveyed by pipes to other parts of the country to be used not only for lighting, but for cooking, heating, and power-producing purposes. This would at once do away with the veil of smoke which hangs over London and other great cities in the winter, would bring power for manufacturing purposes within the reach of all, and would largely increase the nation's wealth by the value of the by-products which are at present wasted. In this respect, Mr. Martin notes that £15,000,000 per annum is spent in importing nitrates from Chile which, as was shown in this column some weeks ago, could be got by improved methods and cheap power from the atmosphere. Last and not least, it would save the present enormous cost of the transport of coal by rail or sea carriage, and would thus set free a corresponding amount of traction and tonnage for the increased output of manufactured goods which we must produce after the war.

The adoption of such a scheme would probably, in time, bring about also a change in our national habits, like that produced by the introduction of railways in the 'forties. It would lead at once to the setting-up of great chemical works in the neighbourhood of the coalfields to deal with the by-products of the coal-furnaces on the spot. It would also, by the stimulus which cheap fertilisers would give to agriculture, greatly help the restoration to

lifts, lathes, and other machinery, and, in time doubtless, for motor-cars. All this would diminish the demand for menial labour by the increased cleanliness of our houses and streets that would result, and would also probably bring about a more even distribution of the population between the country and the towns.

The engineering difficulties of such a scheme would, of course, be no light ones. They have, however, been solved in America, where the laying of hundreds of miles of continuous gas-piping has been successfully accomplished; and the experience of our military engineers, who have laid oil-lines through Persia, and water-pipes for supply of the troops in both Mesopotamia and Syria, ought to stand us in good stead.

That the difficulties are not insuperable may be judged by the fact that Sir William Siemens, according to Mr. Martin's letter, was in favour of it. Sir William Ramsay, who, without being an engineer, had a very provident mind in such matters, also predicted, with

## THE PROBLEM OF WATER SUPPLY FOR OUR TROOPS IN PALESTINE: BRITISH ENGINEERS CONDUCTING BORING OPERATIONS.—[Photograph by Topical.]

its proper place of that much neglected industry, and in both these instances would make for decentralisation and arrest the huddling together of the

out apparent reference to Mr. Martin's scheme, that all coal would some day be consumed at the pit's mouth. But the most noticeable thing about such a scheme is that it could hardly be carried into effect tentatively and little by little. It would probably be welcomed by coal-owners, who would thereby be freed from the anxiety and uncertainty of the present mode of distribution of their goods, and would also be able to make better use of the coal-dust or breeze now in great part running to waste.

But the railway interest would probably be against it, as well as a great part of the shipping, and these powerful industries—which will probably have troubles enough of their own after the war—would, perhaps, be strong enough to Burke effectively any private enterprise in that direction. It would therefore have to be forced



THE PROBLEM OF WATER SUPPLY FOR OUR TROOPS IN PALESTINE: BRITISH ENGINEERS CONDUCTING BORING OPERATIONS.—[Photograph by Topical.]



INHABITANTS OF PALESTINE BENEFIT BY THE WORK OF BRITISH ENGINEERS: SUPPLYING NATIVES WITH WATER AT THE VILLAGE OF BENI SELA.—[Photograph by Topical.]

country population into the towns. But town-life would itself be transformed.

The bringing of water-gas of one kind or another to our doors would make it possible for every large consumer to manufacture his own electricity, and thus electric power would be available not only for cooking and heating, but for the running of trains,

through as a Government measure, and in view of the benefit of the community generally rather than of any small or large part of it. What chance there is of the present or any future Government taking it up, time will show; but it seems fairly clear that this will not be the case until the popular demand for it is loud and clear.

F. L.

# THROUGH AN OBSERVER'S BINOCULARS: GERMAN POSITIONS UNDER FIRE, AND GERMAN GUNS FIRING.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



A DISTANT ENEMY BATTERY OF HOWITZERS "SPOTTED" BY A BRITISH ARTILLERY OBSERVATION OFFICER: HIS VIEW THROUGH POWERFUL GLASSES.

Our drawing shows a typical example of the kind of view that presents itself, through powerful binoculars, to a British Artillery observation officer on the Western front, occupied in watching an enemy battery of 5-inch howitzers firing towards the British lines. The officer was stationed on a spur of a ridge, and he could distinctly see through his glasses the flash and smoke ring of hostile howitzers firing from the vicinity of the houses at a certain village, probably with the aid of kite-balloon observation. In the foreground is a line of wire marking the position of a trench, and just beyond it a road. The roofs of the village houses can be seen, but not the ground line. Hostile guns are located between the trees and hedge along the crest and the line of houses, also in the houses and behind them. On the left, smoke from the terrific burst of a

shell from one of the British big guns is drifting away from the roofs—one of the results of an order to a counter-battery that ran as follows: "Neutralise CB 2." Further back, in the centre, is a railway station and pump, almost out of range except to our larger guns. In the distance, to the left, a puff of smoke from a German gun on a railway mounting is emerging from a wood. Just to the right of it may be described the church of another village. On the right of the illustration is a Red Cross station, with a kite-balloon at rest on the ground a little beyond. Three other kite-balloons are seen in the air. A railway runs through the middle distance, and a line of white trenches can also be discerned. The whole scene is very characteristic of the war methods of to-day.—[Drawing Copyrighted in the United States and Canada.]

## THE ALLIED "PUSH": THE DIRECTOR OF ITALY'S THRUST.

PHOTOGRAPH BY VANDEN



ITALY'S WORLD-FAMOUS GENERALISSIMO, AND LEADER IN THE AUGUST BATTLE ON THE CARSO FRONT: GENERAL CADORNA.

According to the latest official returns from the Italian front at the time of writing (August 27) General Cadorna's advance on the Julian Alps and Carso fronts, in its first week, has had very tangible results in captures both of men and material. Stated broadly, it brought in prisoners amounting in total to nearly two-thirds of an Austrian Army corps. The Italian Generalissimo's week-end despatch stated that

"the prisoners so far sent to the concentration camps amount to more than 600 officers and 23,000 men. The number of guns captured has risen to 75, including two 12-inch mortars and many of medium calibre. We have taken a great number of horses, an aeroplane in perfect condition, many trench mortars and machine-guns, and all kinds of war material, including tractors loaded with ammunition."



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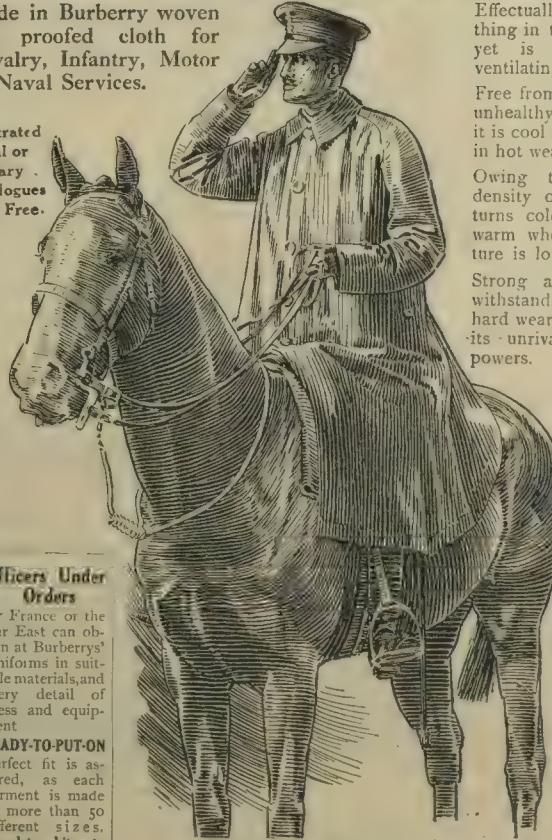
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LIEUT.-COL. ALBERT EDWARD PAGET,  
Dragoon Guards and R.F.C.  
Eldest son of General Sir Arthur and Lady  
Paget. Fought with distinction in South  
Africa.



LIEUT. T. R. C. BIRKIN,  
Dragoon Guards and R.F.C.  
Eldest son of Mr. and the  
Hon. Mrs. Thomas Birkin.



MAJOR G. B. STRATTON,  
Duke of Cornwall's Light  
Infantry. Has been officially  
reported by the authorities  
as having been killed in  
action.



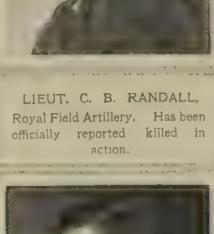
CAPT. AND ADJ'T. W. IAN  
EDWARDS, M.C.  
Lance Fusiliers. Son of Mr.  
S. H. Edwards, Highbury



LIEUT. T. E. G. SCAIFE,  
Dragoon Guards and R.F.C.  
Son of Mr. T. E. Scaife,  
M.I.C.E., Cape Town.



BRIG.-GENERAL F. E. JOHNSTON, C.B.,  
N. Staffs Regt. Son of Hon. Charles Johnston,  
Speaker of the Legislative Council, New  
Zealand.



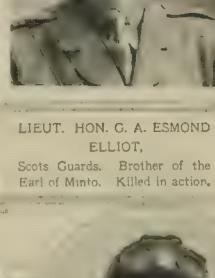
LIEUT. C. B. RANDALL,  
Royal Field Artillery. Has been officially  
reported killed in action.



CAPTAIN ARTHUR CECIL  
ESTALL,  
A.S.C., only son of Mr. Thos.  
Estall Evelyn Gardens, S.W.



LIEUT.-COM. W. E.  
SANDERS.  
V.C., R.N.R. Awarded the  
V.C. June 22, 1917.



LIEUT. HON. G. A. ESMOND  
ELLIOT,  
Scots Guards. Brother of the  
Earl of Minto. Killed in action.



2ND LIEUT. M. F. PEYTON,  
Northumberland Fusiliers. Son  
of Captain Frank H. Peyton,  
R.N., and Mrs. Peyton.



2ND LT. (ACTING CAPT.)  
ARTHUR HENDERSON,  
V.C., M.C., Argyll and Suther-  
land Highlanders.



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LYN CLARK, R.F.C.  
Only son of the late Mr.  
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GOLDIE, R.F.C.  
Eldest son of Mr. and Mrs.  
L. L. Goldie, of Derby.



2ND LT. RALPH N. STAITH,  
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and Mrs. Straight, Lans-  
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M.P. Succeeded by his son, Ronald  
Vernon Gunter, born in 1904.

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M.C., Legion of Honour, Duke of Cornwall's Light Infantry. Son of late Major  
A. W. Hammans, and of Mrs. Hammans,

CAPT. H. M. B. LAWFORD,  
Royal Fusiliers. Only son of  
Mr. and Mrs. Martin Lawford  
of Trewern, Oswestry.

LIEUT. CLAUDE C. TEMPLE,  
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## THE CHRONICLE OF THE CAR.

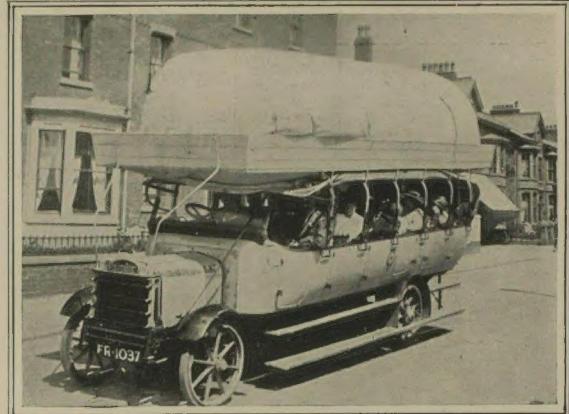
The Future of Quite an interesting correspondence has been taking place in the *Autocar* on the subject of the light car and its future. It has been the more interesting to me inasmuch as it has demonstrated that there are now, as there always have been, two separate points of view from which the devotees of the "light" car regard their subject. One school looks at the matter from the standpoint of just how many miles per hour can be squeezed out of the little vehicle which has been unfortunate enough to have been the selection of these "speed-merchants," and of just how fast it can be driven, with the engine all out and a bit more, up some well-known gradient. This type of owner-driver writes as a matter of course of the fifty miles an hour he can get out of his car on a level road, and of how it will climb at thirty miles per hour on a gradient of one in fifteen; and adds complacently that he knows it is a good car because he has never had any particular trouble with it. Of course it is a "good" car, or it would not stand the abuse to which it is subjected—it would be hopeless scrap in three months if it were not. Then there is the owner-driver who takes the much more sensible ground

mere speed. Unquestionably he is right, and will remain right so long as the light car adheres to its present-day principles. Although it is true that enormous progress has been made in engine and transmission efficiency in the past ten years, it is equally true that, when it is attempted to translate that progress in terms of speed and speed alone, the result is almost bound to be a nearly negative one. It is a case again of losing on the swings what has been gained on the roundabouts. The last occasion on which we were enabled to get a line through real comparative performance was in the Light Car Trial conducted by the R.A.C. in May 1914; and although to the general public the results, I have no hesitation in saying, were calculated to be more misleading than helpful, those of us who actually took part in it learnt a great deal about light cars and their capabilities. I have said that the results were likely to be misleading to the public, and this requires explanation. The trial was held over 1000 miles of the stiffest country in Yorkshire and Cumberland, and it certainly

tested the cars almost to their limit—but it was not long enough to take them quite up to that point. Some of the vehicles which did excellently well in the reports and received gold medals for accomplishing non-stops, and which made very fast times on the test hills, simply could not have gone on if the Trial had been prolonged for another 1000 miles. Indeed, how certain of them were able to complete the distance without failure is a mystery the solution of which was only known to their drivers. But there were other cars—like the Standard, for example—which did not put up any phenomenal hill-climbing or speed performances, but which could have gone on for 5000 miles without trouble, because their designers had sensibly concluded that, if anything were to be sacrificed—and you must compromise on something—it was better to drop a little speed and secure greater robustness and all-round reliability. That, to my mind, is the type which will live and command the suffrages of the owner-driver when the "speed models" and "sports types"

have gone the way of all things which are not the best. The light car is still a new type—relatively, at least—and it is going through exactly the same process of

evolution as its larger prototype endured, and the result will be the same. The craze for speed will die out, because, whether the car be heavy or light, it costs too much. Not only does it run up the actual cost of operating the car, but it is the deadly enemy of what I may be permitted,



THE NEW FUEL FOR ROAD-TRAFFIC: A DAIMLER CHAR-À-BANC RUN BY COAL-GAS.

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for want of a better word, to call the quality of stand-up.

The Petrol Ring and Benzol. Now that the supplies of petrol are controlled by a "pool"—purely as a war measure, of course!—the ring

appears to be making an effort to drag the benzol industry within the charmed circle. Negotiations are proceeding with a view to the organisation of the British Petroleum Company being used after the war for the distribution of benzol, the production of which will undoubtedly be greatly increased compared with the period before the war. What the result of the negotiations will be I do not know, of course, and it may be that, even if they eventuate in a working arrangement, the benzol-producers will be strong enough to reserve the right to fix their own selling prices, independently of the petroleum ring, though I doubt it very much. So far as the motorist is concerned, there is no question but that his interests would be much better served by complete independence of the benzol group.—W. W.



THE KING AND THE MUNITION WORKERS: A WELCOME TO HIS MAJESTY.

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that the ideal light car is not of necessity the fastest, and who prefers all-round efficiency to sacrificing soundness of construction and other desirable qualities for the sake of

have gone the way of all things which are not the best. The light car is still a new type—relatively, at least—and it is going through exactly the same process of



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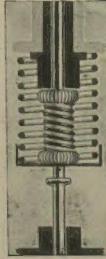
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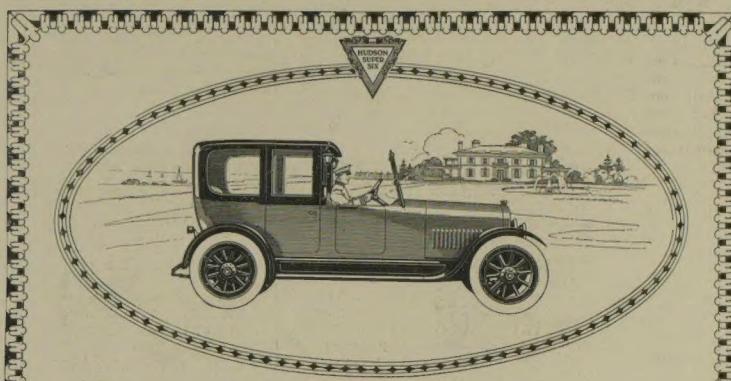
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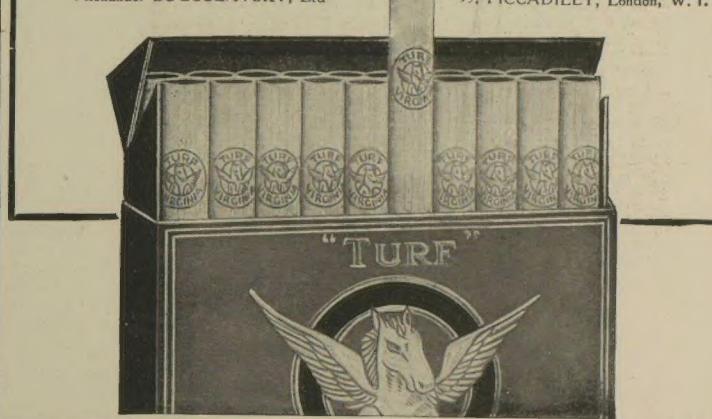
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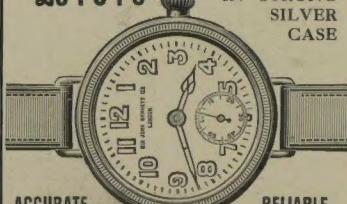
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## THE PLAYHOUSES.

## "TOPSY-TURVY" AT THE EMPIRE.

WITH its Darewski melodies, its song-scenes, its interludes of topical farce and burlesque, its dancing specialties and dance-dramas, the Empire has developed quite a patent of its own in the way of revue; its latest example, "Topsy Turvy," in which some eight collaborators have had a hand, is well up to standard. But even Empire revues have their points of difference, and it is doing no discredit either to that most versatile of comedians, Mr. Robert Hale, or to the fascinating and high-spirited Miss Jennie Benson to say that this time the dancing turns and the intense miniature dramas written round them are the features of most arresting interest in the production. Miss Ivy Shilling and Mr. Fred Leslie are experts—genuine artists in that style of the dance which relies as much on gymnastic strength as on ease and grace; and the little Apache tragedy in which they play their parts has a thrill in it besides providing a wonderful exhibition of skill; the pair, by the way, repeat their triumphs in the "Amorenda" dance. Equally piquant is the little jungle play, with Miss Dithy Tarling representing in dance all the terrors of a girl lost and menaced by jungle creatures. Still, it must be granted that Mr. Hale has rarely shown himself in better form: his burlesque of Little Tich is a marvellous *tour de force*; his bus-driver whose horse-bus has come into request through lack of petrol is chock-full of dry humour; and his Fritz returned from the front to his German home is amusing. Miss Jennie Benson, again, is well provided with songs and picturesque opportunities, her liveliest turn being her "dancing melody," her most prettily staged effect "Cherry-Blossom Land," and her most moving the "Smoke Clouds" of a lad at the front. Excellent support comes also from Miss Unity More, Mr. Ralph Lynn, and Miss Annie Croft.

## "BILLETED" AT THE ROYALTY.

The appearance on the Royalty bill of the name of Miss Tennyson Jesse as part-author might lead those who are acquainted with this unconventional young novelist's work—"Secret Bread," for example—to expect something out of the common in "Billeted," and, failing to find anything of the sort, they might judge, perhaps wrongly, that her more experienced collaborator, Captain Harwood, has had the larger share in the play. Whatever may be the ratio of its authors' responsibility, it belongs to a wholly familiar type. It is the lightest of artificial light comedy. Its leading part is that of a young grass-widow who, to pacify gossip and retain the society of an attentive and sentimental Colonel billeted on her, kills her husband by telegram, only to be confronted with him as a fresh guest in the shape of the Colonel's Adjutant. Miss Iris Hoey carries through her scenes brightly and briskly, furnishing the right sort of contrast to the maddeningly calm and caustic manner assumed by Mr. Dennis Eadie as the husband. But the performance that really deserves special mention for its charm is that of Miss Stella Jesse; she is as natural as Nature.

## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

M CHANTIER (76 d'Infe, C.H.R., S.P. 59, France).—Thanks very much for your letter. You may send solutions in French notations. We will see what can be done in compliance with your request.

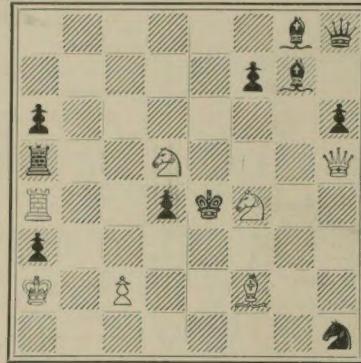
R J BLAND.—We have communicated the matter of your first paragraph to the publisher of this paper, but probably you would do better if you wrote to him direct. In reference to your problem, we will give it careful attention.

F WILLIAMSON (Southampton).—There will be some difficulty in "carrying on," as you say, until the war is over; but there are plenty of players still available.

G SORRIE.—The White Rooks on your diagram would be described as standing at K 4th and K 8th. The B B stands at K Kt 3rd.

PROBLEM No. 3766.—BY A. M. SPARKE.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3763.—BY J. S. WESLEY.

WHITE BLACK  
1. B to B 8th Any move  
2. Mates accordingly.

CORRECT SOLUTION OF PROBLEM No. 3760 received from Hossang K Flavia (Bombay); of No. 3761 from A W McFarlane, C Field (Athol, Mass., U.S.A.), and J Isaacson (Liverpool); of No. 3763 from J Isaacson, A F P (Credition), and A W McFarlane (Waterford); of No. 3764 from J Isaacson, N R Dharmavir (Padum), Esperanto (Angers), J Macintosh (Dumfries), Jacob Verall (Rodmell), G Sorrie (Stonchaven), and C Reeve (Wimbledon). CORRECT SOLUTIONS OF PROBLEM No. 3765 received from A W Hamilton-Gell (Exeter), G Stillingfleet Johnson (Cobham), J Fowler, G Sorrie, J C Stackhouse (Torquay), J S Forbes (Brighton), H Grassett Baldwin (Farnham), N R Dharmavir, Rev. J Christie (Birlington), F Smeek, and F Williamson (Southampton).

## CHESS IN AMERICA.

Game awarded the brilliancy prize in the Western Chess Association Tournament at Chicago.

(Queen's Pawn Game.)

WHITE BLACK  
(Mr. G. Gestner) (Mr. N. T. Whitaker)  
1. P to Q 4th P to Q 4th  
2. Kt to K B 3rd P to Q B 4th  
3. P takes P P to K 3rd  
4. P to K 4th B takes P  
5. P takes P P takes P  
6. B to K 5 (ch) Kt to B 3rd  
7. Castles Kt to K 2nd  
8. Kt to B 3rd Castles  
9. B to K 5th

The opening is so far identical with a game won by Blackburn against Tarresch at Leipzig in 1894. He here played B to K B 4th at once. The text-move, however, by tempting P to B 3rd, opens the way for some pretty tactics by White.

10. P to B 3rd  
11. B to K B 4th Kt to Kt 3rd  
12. B to Kt 3rd P to B 4th

Probably under the expectation of

shutting up the adverse Queen's Bishop. White's clever reply does not seem to be done, and the material loss is at least equalised.

13. R takes B Q takes B

14. Q takes P (ch) K to R sq

15. R to K sq Q Kt to K 2nd

16. Q to Kt 3rd P to B 5th

17. Kt to Kt 5th P to K R 3rd

18. Kt to B 7 (ch) K to R 2

19. Kt to K 4th Kt to B 4th

20. B to B 4th Kt to K 6th

21. R takes Kt

Introducing an unexpectedly quick and charming conclusion. The winning combination is a really fine one.

There is no suggestion of war-weariness or of the drowsiness of depression about Messrs. Harrod's attractive new illustrated catalogue showing "The Trend of Style for Early Autumn." On the other hand, there is no evidence of reckless extravagance, for Harrods are masters of the art of combining the matchless in charm with the moderate in price. Pages are devoted to hats, more pages to simple frocks, others to dressing-gowns, underwear of the daintiest, and corsets of the smartest; while underskirts and the ever-useful blouse, chameleon in its many shapes and colours, are shown in endless and always attractive variety. Costumes and rain-coats for girls and children, and marabout furs, collars and fronts in lace, and exquisite models for children form features which will be much appreciated. But Messrs. Harrod's latest brochure of early autumn fashions is so comprehensive and so attractive for its charm as well as moderation in price that a copy should be written for at once, and, if possible, a visit paid to Messrs. Harrod's in the Brompton Road.

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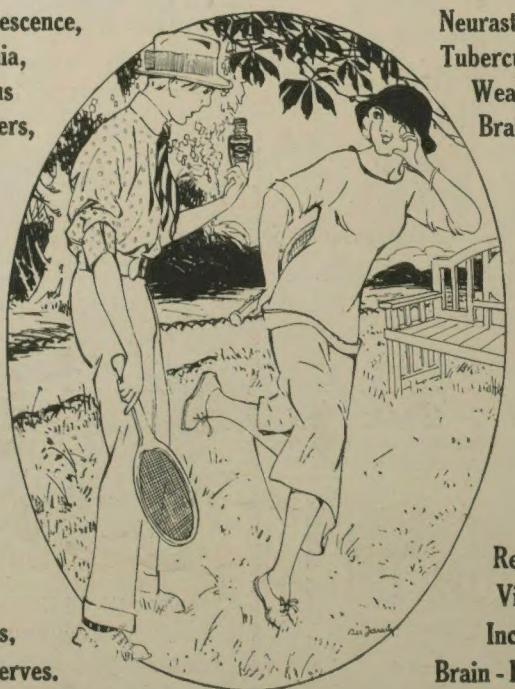
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## URODONAL

RHEUMATISM  
AND SEA AIR

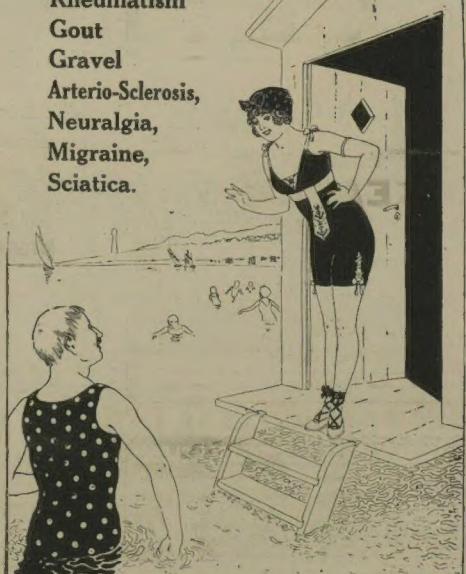
Is it advisable for rheumatic subjects to go to the seaside?

It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same privileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains.

Precautions must, of course, be taken, and the best way of preventing attacks of rheumatism at the seaside or anywhere else is to neutralise the drawbacks caused by humidity and the risks of over-eating or other improprieties. The only thing to do is, therefore, to combat the over-production of uric acid by dissolving and eliminating it as fast as it is formed. Nothing can be easier than to do this with the help of URODONAL, which "dissolves uric acid as easily as hot water dissolves sugar." This auxiliary and harmless precaution is moreover necessary not only at the seaside, but should be adopted almost anywhere at this time of the year, when change of air, exposure, and outdoor life tend to stir up the blood.

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